FISI

Heavy Car Type Tires For Any Rim

Consumers' Prices Reduced **Quality Unchanged**

	Casings		Tubes	
	Clincher, Q.D. or Dunlop	Bolted-on	Clincher, Q.D. or Bolted-on	Dunlop
3½ x 30	\$20.35	Price \$24.85	\$ 4.90	\$5.15
412 x 36	45.20	50.20	9.20	9.65
412 x 37	46.50		9.50	9.95
5 x 36	55.50	58.60	10.20	
5 x 37	57.00	60.20	10.60	
512 x 38	68.30	72.15	12.30	

ERFORMANCE is the factor behind the success of Fisk Heavy Car Type Tires. Their rapidly increasing sale is due to the verdict of car owners who, once using them, buy again for their own cars and recommend them to their friends. "You are urged to inquire among many Fisk Tire users" because we can present no stronger argument than the everyday service Fisk Equipment is giving. MILEAGE and DIRECT REPRESENTATION combine to make the only service that really interests any buyer. It is THAT SERVICE upon which the success of Fisk Tires is founded.

The Fisk Tube is the Pure Para Tube

This accounts for the slightly higher prices, in comparison with other tubes, at which it is sold. The initial increased expense is slight—the resulting additional service makes it a far better buy than any one of the many compounded tubes sold at a lower figure. We had but one

pound our tubes or to hold to present construc-tion and maintain slightly higher prices than other makers. We have decided in favor of quality, believing it far more economical in the end for every buyer.

Two New Anti-Skid Tires

THE NEW FISK TOWN TREAD-Heavy Car Type—This tire provides a heavy anti-skid tread designed to insure traction and affords the greatest possible protection against skidding. It is positive in action on city pavements and country roads and eliminates the necessity of chains with the attendant expense, noise and inconvenience.

THE NEW FISK BAILEY TREAD-Heavy Car Type — Heavy buttons and one more row than any other Bailey Tread on the market. This increases the anti-skid surface and length of service, as outside rows of buttons give anti-skid protection when center tread is worn down.

Fisk Heavy Car Type Tires are Sold by all Prominent Dealers

THE FISK RUBBER CO. OF N. Y.

1725 BROADWAY

NEW YORK CITY

General Offices: Chicopee Falls, Mass.

BUNKERS AND HAZARDS A SOURCE OF ANXIETY

Course Makers Need Not Roam Abroad to Find Ideal Playing Holes.

MACDONALD'S ESSENTIALS

Founder of National Course on Long Island Tells What Links Require.

As a suggestion to the sorely perplexed committeemen striving to fashion and maintain their golf courses along most ap proved lines it may be as well to remember that it is not nearly so necessary now to cross the ocean. Much travelling has al-ready been done by men who have spared neither time nor money in their search for ideas. As a result of their observations and study many courses here in the East have been benefited

When it so happens that a club suddenly comes into possession of much additional land it behooves the officials to go care-fully and make haste slowly, for it resta largely in their hands whether the course is to become a good test of golf or sink to a commonplace level Where there are number of parallel holes the problem of

trapping becomes doubly difficult.

Charles B. Macdonald, founder of the National Golf Links of America, frequently referred to as the ideal course, has made a lifelong study of the subject. He mays the essential characteristics to be considered in the laying out of a golf course are: Nature of the soil, perfection in undulation and hillocks, as pertaining to the course proper; putting greens quality of turf, nature of undulation and variety bunkers and other hazards nature, size and variety, proper placing; length of hole— best length of holes, variety and arrangement of length He also recommends con-sidering the quality of turf for the fairway player who does not gain this position

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OF NEW YORK

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THE NEW 5 PASSENGER **OLDSMOBILE**

THE "DEFENDER" is a very handsome 4 cylinder 35 H. P. Car of exceptionally light weight: roomy, low hung, luxuriously comfortable and entirely worthy of the name OLDSMOBILE.

It is of the same superior quality of materials and workmanship as our famous "AUTOCRAT" and "LIM-ITED"—somewhat smaller and costs fully equipped:

\$3,000 NOW BEING EXHIBITED AT THE SALESROOMS OF THE OLDSMOBILE CO. OF N. Y., 1650 BROADWAY, CORNER 51st ST.

and suggests a width of from forty to sixty should have his next shot made more diff-yards. He likewise calls attention to the cult for him, or should be obliged to take

nature of teeing grounds and their prox
an extra stroke.

1910, 20, Lancia Roadster.

and suggests a wide of from forty to sixty yards. He likewise cails attention to the nature of teeing grounds and their proximity to the potting greens. Another well known expert lavs down the following rules:

Another well known expert lavs down the following rules:

Another well known expert lavs down the following rules:

Another well known expert lavs down the following rules:

Another well known expert lavs down the following rules:

Character, the way in which they are hunkershapped at them, the kind of approach, Ac.

2. In every case the putting greens should be a probable gain of a stroke that is required at them, the kind of approach, Ac.

3. The shorter the hole the smaller should be the roughly well guarded, so that on this principle when in good plays along shot can reach the green. The green should have four short holes, two for an incompanient of the short the following rules and open in order to give the player the encouragement to which he is entitled.

4. There should be a strength tees in order that the course may be easily adapted to the cross bunkers, but favors the pression of the holes, which solidon that the course may be easily adapted to the rows bunkers, but favors the press, making the open approach and the north course may be easily adapted to a cream should be alternative tees in order that the course may be easily adapted to varying winds and dry weather, when there is more run on the bail. I niess this is done a medium has to be struck in the arrangement of the holes, which solidon makes a really good test in all conditions; or, on the other land, the holes have to be planned to suit the prevailing wind and are much readed in quality and testing power when it comes from the opposite quality and the same well known courses end with a spinning the planned to suit the prevailing wind and are much readed to suit the prevailing wind and are much readed to suit the prevailing wind and are much readed to be a course of the prevailing wind and are much readed to the prevailing wind and ar



The Peerless Policy

VERY user of Peerless Motor Trucks is pro-tected from the start by the Peerless Policy right trucks, right selling. Let us briefly explain these two features.

Right Trucks

Instead of rushing into the market with a truck hastily built to meet the sudden demand, we deliberately set out to build as good a truck as could be built. Then we built it—utilizing all the engineering-skill and manufacturing-ability that have placed Peerless Motor Cars in the front rank of pleasure-cars.

All experimenting was done before a single truck was sold. As a result, no essential change in design or construction has been demanded by actual use. One of the first Peerless trucks sold led to the sale of thirty other Peerless trucks to the same user. And every truck delivered is giving a good account of itself.

Right Selling

The Peerless selling-policy is based upon the firm determination to sell Pecrless Motor Trucks only where individual conditions give unqualified

assurance that the trucks will prove profitable to their users. This feature of the Peerless Policy is what someone has aptly termed "enlightened selfish-

ness." But that very selfishness protects the user. There are three reasons for it: 1. The success of motor-trucking depends partly upon the truck used and partly upon the adaptability of the user's business to profitable

2. Our own profits depend largely upon re-peat-orders. Peerless Motor Trucks themselves are our best salesmen, and we wish them to

8. The reputation attained by the Peerless Motor Car Company is an asset too valuable to be jeopardized by sales of trucks to those who may find them a questionable benefit. We assure the quality of the truck and then select the conditions under which it is to be used

HE Peerless Policy-right trucks and right selling-is obviously your protection. Call in one of the Peerless Representatives. If his judgment tells him that you can't use the Peerless Motor Truck to your own substantial profit, he will frankly tell you so.

> The Peerless Motor Car Co. of New York Distributors for Greater New York 1760 Broadway at 57th St.

> > The Peerless Motor Car Company



EVERY automobile driver, maker, owner, or agent, knows that a used car tells more about material and making than is ever told by a new car.

If you want to know what a staunch car the Mitchell is, take a ride in one that has seen hard service; a Mitchell 6 cylinder, 48 H. P. car, that cost new \$1750. Look it over; listen to the motor; run it slowly; then "pick up" quickly.

It may outwardly show lots of wear; but you'll find the vitals sound; you'll see that the engine, transmission, axles, steering gear—the things that mean service and safety—are all right. You'll appreciate the comfort of the 125-inch wheel base; it does make a lot of difference. Mitchell cars are built for the man who cant afford to make a mistake. Compare the

looks with new cars, compare the service with used cars, and the Mitchell wins.

The Mitchell 60 H.-P., 6 cyl., 7 passengers, \$2250 | The Mitchell 35 H.-P., 4 cyl., 5 passengers, \$1350 The Mitchell 48 H.-P., 6 cyl., 5 passengers, \$1750 | The Mitchell 30 H.-P., 4 cyl., 4 passengers, \$1150 The Mitchell 30 H.-P., 4 cylinder, 2 passenger Runabout, without top, \$950

Mitchell-Lewis Motor Company

NEW YORK BRANCH, BROADWAY & 61st ST. BROOKLYN BRANCH, 1184 BEDFORD AVE.



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1910 Lozier, Little "6"

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BUICK Motor Co., R'way, between 55th & 56th Sis. Phone 40to Columbus. CADILLAC Cars. Parts. Repairs. Garage. EVERITT Self-starting cars. Shepherd Motor Car Co., B'way, near 51st St.

MAXWELL MAXWELL-BRISCOE (Inc.)

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THIS WEEK'S SPECIALS

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1910 Stearns Touring Car.
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Bulck Model 10
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Bulck Touring Cars
Chalmers 30 Touring Car
Cadillac Touring Cars
Rainler Touring Cars
Peerless 5 and 7 passenger
Packard 30 Touring
Lozler 7 passenger Touring
Thomas Landaulet
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Cadiliae Umousine, 30 H. P. Bargain Flat Limousine, 15 H. P. Town Car. Benz Jandaulet, 28-32. Bargain Flat Touring, 35 H. P. A-l condition Packard, 5 pass., 18 H. P. Perfect of If the above does not interest you write to cars taken in trade; have your nam tour mailing list. BROADWAY AND 57TH ST.

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AMERICAN LOCOMOTIVE COMPANY TEL. COL. 5300. 1866 BROADWAY

1910 Simplex, 50.

passenger: perfect. Roskam-Scott, 1764 l

All new Hists Basics and Send for our "TIRE PRICE WRECKER."
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BODIES, Touring & Toy Tonnesu, \$75 up.
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ELECTRIC HORNS, RUMBLE SEATS,
BUMPERS, PUMPS, e.g., all at Sagn
TIMES SQ. AUTOMOBILE CO.

1911 Stoddard Dayton. Two pass.: perfect. Roskam-Scott, 1781 B'wa RENEWED PEERLESS CARS. No car better at any price.

All are overhauled and repainted, and ca tion; ready for delivery at very attractive price Peerless Motor Car Co. of N. V. 1760 Broadway, N. Y. City Brooklyn Branch, 1381 Bedford Av. Newark Branch, 37 William St.

Metallurgique, 1911, 40. new; run only 3,555 and 10, and 10, 1907 "50" Simplex, overhauled and put in far 1907 "50" Simplex, overhauled and put in far order, at only \$1,400, to make room; this is a contract baseain.

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Pierce Arrow Town Car. Prac. new; guaranteed. Hoskam-Scott. 1761 B

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Toy tonneau: perfect. Roskam-Scott, 1761 R'w. FOR SALF Chalmers 40 horsenower, Seconserger, fully equipped; engine in perfect order poor trees; must self; has been run 6.500 piles (RIPFITH, 3 Spencer piace, Brooklyn) Isotta, 70, Roadster.

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